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Hongkong Daily Press.

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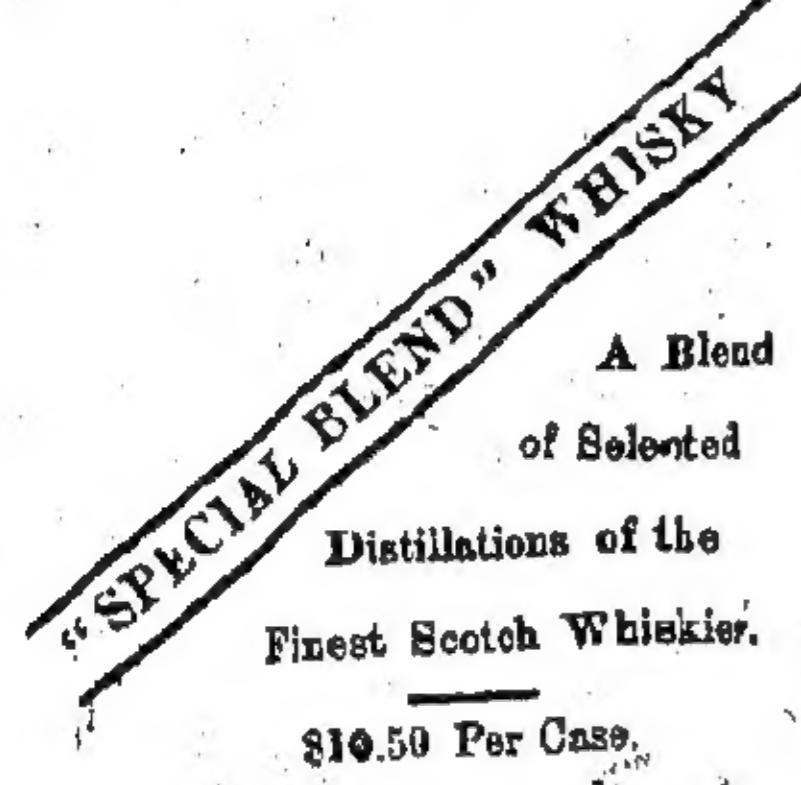
No. 14,722 號二十二百七千四萬一第一 日三十月五年壹十三號光 HONGKONG, THURSDAY, JUNE 15TH, 1905. 四拜禮 號伍十月六年五零百九千一英港香 PRICE, \$3 PER MONTH.


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SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per sack 375 lbs, net ex Factory.
\$2.70 per bag 250 lbs, net ex Factory.
SHEWAN, TOME & CO.
General Managers.
Hongkong, 1st March, 1905. [a142]

NOTICE
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ENGINEERS AND SHIPBUILDERS
THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
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Launches will call alongside vessels in the
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Telephone 142.
Hongkong, 2nd January, 1905.

PERFECTION IN CHEESE.
EYSENS CRUSTLESS DUTCH in
small tins.
DUTCH CREAM CHEESE in 1 kilo tins.
Of all dealers.
Hongkong, 27th May, 1905. [a361]

THE AMERICAN SYSTEM
OF
DENTISTRY
DE M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [a1]

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SHAMEEN—CANTON.
On the British Concession.

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WM. FARMER,
Proprietor.
[a347]

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MACAO

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All comforts of a home.
A most pleasant retreat for those desirous of
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One steamer (a.s. *Hengshan*), daily to and
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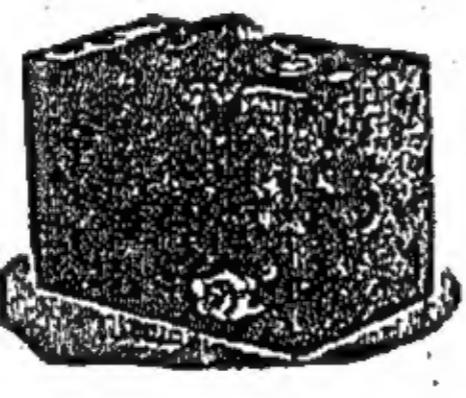
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Hongkong, 15th August, 1904.

[a39]

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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERRILLS FORD, N. C.
July 3, 1903.

W. H. COMSTOCK Co.
Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,
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ESTABLISHED 1864.

Hongkong, 7th June, 1905.

[a37]

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NO. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN-STREET, YOKOHAMA.
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[a28]

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by G. F. Zininger, ...	17.50
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the Japanese, by Louis Seaman	LAWN BOWLS, CROQUET, HOCKEY BALLS
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Parts (Cassell); Parts 1 to 12 Ready	SOLE AGENTS IN CHINA FOR THE
each	BLICKENSDERFER, TYPEWRITERS
Britain at Work; Parts 1 to 3 Ready each	No 5, \$25.00. No 7, \$125.00. [a35]
Below's French Dictionary	0.50
Major Thomson's Bridge Scoring Blocks	0.80
The Sower, by Merriman	0.40
God, Creation, Man, by Swedberg	0.40

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consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced.

[a46]

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ILLUSTRATED; PARTS.

NEW MAP OF MANCHURIA, E. CHINA
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FROM TOKIO THROUGH MANCHURIA

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F. T. Judd; 80 Illustrations

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ROGER TERTWILLER, by J. Hocking

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BACCARAT, by Frank Darby

THE FLUTE OF PAN, by John Oliver

Hobbes, ...

THE TRAITORS, by A. E. W. Mason

THE MARRIAGE OF WILLIAM ASKE, by

Mrs. Humphrey Ward, ...

THE WONDERS OF LIFE, by Ernst

Haeckel, ...

THE DESIGN OF BEAMS, GIRDERS AND

COLONNAES IN MACHINES AND

STRUCTURES, by W. H. Atterton

COLONIAL OFFICE LIST, 1905

HAZEL'S ANNUAL, 1905

YACHTING IN HONGKONG, by

F. H. MAY, C.M.G., ...

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[a34]

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NOTICE TO CORRESPONDENTS
Our communications relating to the new column
should be addressed to *The Editor*.
Correspondents must forward their names and addresses with communications addressed to the *Editor*, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of *The Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
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Labor's
P.O. Box, 32. Telephone No. 12.

BIRTH.
On 8th June, at Shanghai, the wife of C. RASMUSSEN, of a son.
MARRIAGE.
On 8th June, at Shanghai, WILLIAM JOHN TURNBULL to BETTY WIDLER.
DEATH.
On 1st Inst., at Shanghai, ZH CHIN-YOO, Con-
sul of the Hongkong and Shanghai Bank, aged 65 years.

HONGKONG OFFICE: 14, DESVaux ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 15TH, 1905.

No matter what men may think of Mr. CHAMBERLAIN's politics, and in this Colony, even in the United Circle of the Chamber of Commerce, there is almost as visible a variety of opinion as in Great Britain, they must, whether fervent admirers or devout haters, join in approving his efforts to foster the British Schools of Tropical Medicine. Out here, on the hinterlands as it were of Great Britain, men are positioned peculiarly favourably for realising the importance of the work to which the busy politician and enthusiastic Empire-welder has found time to put his shoulder. Latest mail advises us that Mr. CHAMBERLAIN attended a dinner in aid of the London School of Tropical Medicine on May 10th, and there assured a distinguished audience that "his interest in that great question was unshaken, and, indeed, unabated." It was then six years since he attended a similar function to establish that School. It was the duty of all Britons of whatever party to encourage this effort to ameliorate the painful lot of those pioneers who were working for the Empire on the frontiers of Empire. Incidentally, there could be no shirking the White Man's burden. We must, willy-nilly, continue to advance, extending the bounds of freedom and civilisation. Hence, many little wars, much to be regretted, but after all to be taken into consideration

in connection with their result. The balance was a balance of good, and for one wrong that might have been committed, enormous benefit had been conferred upon the people. His one little joke was that "a sphere of influence generally meant a sphere of no influence," a remark which our China coast readers may be inclined to endorse with some bitterness. It was perhaps inevitable that some of our "young men" should suffer in the interests of the stay-at-homes. KIPLING said:

"On the sand-drift, on the veldt side,
in the fern scrub we lay,
That our sons might follow after by the
bones by the way."

But it would be pitiable and shameful to allow such sacrifices to increase if they could be decreased. The Liverpool School of Tropical Medicine, thanks to the generosity of its citizens, had done great things. He was there to encourage Londoners to like efforts, notwithstanding such cases as that of Mr. BONANJI PETIT, a Parsee gentleman, who, with munificence characteristic of his community, had contributed £7,000." The London School was still in debt, and needed at least £100,000.

Mr. CHAMBERLAIN in his remarks seemed to be bearing in mind mainly the Government officials and servants who visit the ends of the earth on the business of the nation; but he would probably be the last man to deny that the nation owes much to its sons and daughters who come out to help in the task of making its outposts habitable. "Peace hath its victories no less renowned than war," and the services of the few for whose physical well-being Mr. CHAMBERLAIN seemed solicitous might not be needed were it not for that other young man laden with his pack of British manufactures, and the crowd that follows in his steps. Those who venture, as the *Times* puts it, "in pursuit of gain into regions providentially reserved for men of other races and colours," have secured gain not only for themselves but for the nation; and unfortunately, while the nation lives to profit by their enterprise, they themselves sometimes die. The time, happily, is now past for regarding some of their handicaps as inevitable. Hongkong, once a real death-trap, has lost its terrors; and if the hands of these medical pioneers are but held up, the perils of other places may be also minimised. This is one, perhaps, selfish, way of looking at the work of such institutions. It must not be forgotten, however, that the bulk of the benefit falls to the large populations wallowing helplessly in disease, whose salvation is a task that also lies to British hands. Tropical diseases, now being rapidly understood and mastered, not only cripple millions of aborigines, but they have seriously hindered the work of those who come to their aid. It also stands to reason that by accomplishing this obvious duty, the British people will profit materially, for a colony crippled by disease can never be as productive as one in which disease is mastered. Positive results of uncertain value are already recorded to the credit of the London and Liverpool Schools of Tropical Medicine. The only thing remaining to do is to continue and extend the good work. It is not too much to hope that, as a result, there will come a time when white men, instead of being mere migrants, may be able to be veritable "settlers" in many British possessions at present undeveloped.

Yesterday's plague return added five cases four fatal. Total to date, 154.
A boom for the defence of Portsmouth Harbour was placed and tested on May 11th.
The meeting of the Legislative Council (fixed for to-day) has been postponed till Thursday, 22nd June.
Three natives were arrested in various parts of the city on Tuesday with quantities of illicit opium in their possession, and on being charged before the Magistrate at the Police Court yesterday were fined sums amounting to \$50 to be of good behaviour for twelve months.

A carpenter from the Naval Yard who stole a quantity of brass fittings while on board H.M.S. *Humber* was sentenced by Mr. G. N. Orme at the Police Court yesterday to six weeks' hard labour and six hours' stocks.
A marriage has been arranged, and will take place in the end of July, between Mr. Walter Scott Henderson, second son of Dr. Henderson, 37, Onslow-gardens, and formerly of Shanghai, and Alice Livingston, elder daughter of David McLean, 5, Kensington-court, W., and Littlewood-park, Alford, Aberdeen.

Two Chinese constables attempted to arrest a hawk who was peddling his wares within prohibited limits at Praya East. He made very determined resistance, and endeavoured to drive the lukong away with a chopper. They secured him, however, and on being charged before Mr. F. A. Hazelton at the Police Court yesterday, he was fined \$5 on the first charge, and \$15 on a charge of assaulting the Police.

Chow Fuk was carrying a box containing two reams of foolscap paper along Queen's Road Central on Tuesday, when an inquisitive Indian constable wanted to know what the box contained and where Chow got it. As he refused to tell how it came into his possession, he was taken to the Police Station, and charged before Mr. F. A. Hazelton yesterday with being in unlawful possession. He was fined \$50.

The Times of May 12th says: Mr. J. W. Jamieson, Commercial Attaché to the British Legation at Peking, who has been appointed Adviser to the Government in South Africa in connection with the Chinese coolie traffic, has arrived in England from the Far East, and will leave for Cape Town by the *Kildonan Castle* next week, proceeding direct to Johannesburg. His appointment is for a period of two years.

John Bell, an unemployed resident of the Sailor's Home, was charged before Mr. G. N. Orme at the Police Court yesterday, at the instance of Inspector Collett, with refusing to pay his rent, and causing a disturbance in Western Street. Defendant was walking into the home without paying his fare, when the coolie reminded him. Bell lashed out savagely at the coolie, whose cries attracted the police, and defendant was arrested and taken to No. 7 Station. On being released in the charge room, he struck a lukong and, drawing a knife, was making for the European Sergeant on duty when his arms were pinched from behind by a constable, and the knife knocked out of his grasp. On appearing before His Worship, defendant stated that he was the worse of liquor otherwise such a scene would not have occurred. His Worship inflicted a fine of \$2 with the alternative of four days' imprisonment on the first charge, and on the charges of behaving in a disorderly manner and assaulting the police he was fined \$5 on two days, and warned that he had better be careful, not to allow himself to be overcome by liquor again.

SUCH IS THE LAW.

While strolling along the Praya East on Tuesday, George Wilson was so overcome by the heat, and so tempted by the alluring coolness of the water, that he forgot his surroundings and proceeded to divest himself of his garments in full view of a terrace of hours. The attention of the Police was drawn to the fact, and as George's head bobbed up after a refreshing dive, he saw a constable beckoning him to come ashore. He did, and was taken to the lock-up. Charged before Mr. F. A. Hazelton at the Police Court yesterday with his breach of decency he was fined \$10, with the alternative of one month's imprisonment.

THE IMPUDENCE OF THE HONGKONG COOLIE.

Near the coal godowns at Praya East on Tuesday, a coolie defied a tramcar to remove him from the line on which he had taken his stand. The motorman of the on-coming car was sounding his gong violently, but the figure ahead stood like a statue, and the car had to be brought to a standstill. So bold was the coolie of his feat that he began to dance a jig on the line, while shouting and laughing derisively. His manner changed, however, when he saw a constable alight from the car, and he suddenly took to his heels, the constable in pursuit. He was arrested just as he was rushing into a gondola.

The coolie, on being asked what he had to say, remarked that there were a great number of people about, and that the constable made a mistake and arrested the wrong man.

Inspector Gould informed His Worship that car often had to be stopped, owing to coolies refusing to get off the lines.

Defendant was fined \$5, or seven days' imprisonment.

A BIRD-NEST TRANSACTION.

Before Mr. G. N. Orme at the Police Court yesterday afternoon, Lam Meng Tseung, a broker of Bonham Stand West, was charged by Fung Kam Sun, bird-nest importer of 90, Wing Lok Street, with obtaining ten catties of bird's nests, valued at \$40, by false pretences. Mr. F. P. Hett appeared for the complainant. This was a remand case, and since it was last before His Worship, the amount due had been paid.

Defendant informed His Worship that he purchased the nests on behalf of a friend. He explained this to the complainant at the time. When the goods were delivered his friend promised to pay later, and had since paid the amount in full.

His Worship considered there was some doubt as to the defendant's having obtained the goods with intent to cheat and defraud. He, therefore, was of opinion that it would meet the case to bind him over, and bound him over in the sum of \$50 to be of good behaviour for twelve months.

H.M.S. "HUMBER" SOLD.

Yesterday afternoon Messrs. Hughes and Hough, auctioneers, put up for sale by auction H.M.S. *Humber* with all fittings stores, about 110 tons of coal, anchor and cable on board. A steam launch conveyed intending purchasers and others to the vessel, which has been open for inspection for seven days prior to the sale, condition of which were that every bidder had to state his name and nationality and a declaration that she was not purchased for \$25 to any foreign power, or power now at war, and the sale would only be completed after the Commodore, or his deputy, was satisfied that the conditions had been carried out.

Bidding commenced at \$20,000, and rose by \$1,000 each to \$33,000 when the bids dropped to \$500 each until \$49,500 was reached, at which price the vessel was knocked down to Mr. F. P. Musso.

TELEGRAMS.

[DAILY PRESS' SERVICE.]

GREEK PREMIER
ASSASSINATED.

LONDON, 14th June.

Mr. D. N. Theotoky, Prime Minister and Minister of the Interior of Greece, has been assassinated.

GERMAN CONCESSION
IN MOROCCO.

LONDON, 14th June.

A German company has secured the concession to construct Port works at Tangier.

[DAILY PRESS' SERVICE.]

THE MOROCCO QUESTION.

LONDON, 12th June.

Reuter's correspondent in Fez wires that Germany has already received certain minor commercial concessions, and it is feared that any modification of the *status quo* by the grant of further concessions, will lead to a serious crisis.

It is stated on good authority that Count Tattenbach informed the Sultan that there was no cause to fear France, and that Germany was ready to champion her cause; he reminded him that if the Moorish frontier was contiguous to the Algerian, the French frontier was likewise contiguous to the German. This has produced a great impression in St. Petersburg.

IMPORTANT SALE OF LAND.

A large piece of marine frontage at Kowloon point measuring about 200,000 sq. ft. has been bought by Messrs. Butterfield and Swire from the Hongkong Reclamation Co. Ltd. at \$400 per sq. ft. for the purpose of erecting wharves and godowns. The business was arranged through Mr. Henry Humphreys.

BRITISH WAR VESSELS ARRIVE.

The following British craft which left Gibraltar on 21st April were convoyed from Singapore to Hongkong by H.M.S. *Iphigenia*, and arrived yesterday:—The destroyers *Erebus*, *Erne*, *Eric*, *Bather*, *Armenia*, *Comet*, *Hornet*, *Dee*, *Comet*, *Lulworth*, *Effingham*, *Lewis*, and *Itchen*, *Lt. Com. Seymour*.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

Forty-five entries were received for the Pool competition on Saturday last at the King's Park (500 yards) Range.—Mr. E. W. Dawson was the winner. The principal scores were as follows:—

E. W. Dawson	56 + 12 = 68
J. Whittall	63 + 4 = 67
J. C. Peter	63 + 2 = 65
P. L. Miller	42 + 23 = 65
W. Dobbs	52 + 12 = 64
J. C. Gow	61 + 2 = 63
G. H. May	48 + 12 = 60

POST OFFICIALS "NOT GUILTY."

THIS TIME.

FRENCH MAIL DELIVERY UNAVOIDABLE

LATE.

There has been a good deal of complaining in the Colony about the late delivery of the French mail, which arrived early on Tuesday morning, but was not delivered until late the same evening. One grumbler described it as "a flagrant example of dilatoriness."

We pride ourselves on sense of strict justice and fairplay; and although we are by no means admirers of the Hongkong Post Office, we have pleasure in assuring the grumbler's that they have insufficient grounds this time for blaming the staff.

Tuesday was an exceptionally heavy day at the Post Office. In addition to the usual local or coastal mails, the staff had to despatch the American mail by the *Korea*, the European mail by the *M. M. Polynesien*, and the Australian mail by the *Chungsha*. Besides these, there were the arrivals to cope with from the coast ports, and from Canada, as well as the one from Europe.

Under the circumstances, the postal staff deserves praise rather than blame; it is a wonder how they managed it all. The same energy distributed over normal days would relieve them of much abuse.

BOWLING MATCH.

CLUB GERMANIA V. HONGKONG CLUB.

The following team will represent the Club Germania in the bowling match between the English and German second teams, to take place on the evenings of the 16th and 17th instant.

Messrs. A. Bune, C. Ahrendt, H. Kepfeyn, M. Eckelmann, J. Thun, H. Frotzher, P. Hell and O. Meyer.

The scorers will be Messrs. F. Eberius and F. Nicolai; the umpires Messrs. L. E. Mc and v. Carlowitz; and the accor... Koch.

This match is not for the shield, but for a dinner, which the losing team has to pay for.

THE WAR.

[REUTER'S SERVICE.]

THE PROSPECTS OF PEACE.

LONDON, 12th June.

Reuter's correspondent in St. Petersburg learns officially that there is no question of nominating plenipotentiaries at this juncture. Whatever meeting has been now arranged is merely for the purpose of communicating the Japanese terms, which will be referred to St. Petersburg, and if found to constitute an admissible basis for negotiations, plenipotentiaries will be appointed.

M. Komura's note shows that Japan's conception of the object of the proposed meeting in nowise coincides with that of the Russian Foreign Office, the limitedness of which causes some misgivings in diplomatic circles in St. Petersburg, and it is felt that if the present attitude of Russia is maintained the movement will lead to nothing; others regard the attitude as a natural endeavour to avoid an impression that Russia has determined beforehand to accept Japan's terms.

OBSTRUCTIVE JUNKS AND SAMPANS.

Captains of river-steamers have been complaining of late of the manner in which they are obstructed by junks and sampans while mooring their vessels alongside the wharves. As a result, the Water Police have taken the matter in hand with a view to preventing these obstructions. Four junk masters were charged before Mr. F. A. Hazelton at the Police Court yesterday with committing this offence, and His Worship fined two of the defendants \$10 and two \$7.

BIG COTTON GOODS SHIPMENTS.

The Manchester correspondent of the *Globe* writes:—Our total exports of cotton piece goods last month as stated by the Board of Trade return, confirm the reports that have appeared in the *Globe*. The figures for April are large and almost phenomenal. China's takings were on an enormous scale, being for the past four months 60 per cent. more than in the same period of the two previous years. As a matter of fact, last month's yards was nearly double that of April, 1904 and 1903. Then India is absorbing more and more Lancashire calico, notably Bombay. Egypt is increasing her consumption of cotton cloth this year to an important extent. It is interesting to note that Morocco has imported largely this year. Japan, too, is doing better. There is a marked falling-off in Venezuela and in the Argentine Republic. The following table of our aggregate shipments for the past four months tells its own tale:—

<tbl_struct

PARIS.

FROM OUR CORRESPONDENT.
FRENCH VIEW OF "RUSSIAN PLOT."
12th May.

The dastardly plot on the part of Russia to embroil France and England, and drag these two peaceful and neutral countries into the conflict between herself and Japan has ended as the majority of people expected in a most miserable failure. France and England were too wide-awake to be so easily caught; that Russia would sooner or later attempt such a *coup* was a foregone conclusion—hence why they were so well prepared in advance, and defeated Russia's nefarious scheme so cleverly. The misunderstanding between France and Japan respecting the question of neutrality is viewed here as satisfactorily settled, the more so, as France has throughout done her utmost to cause her neutrality to be respected. France in any case had a most difficult card to play: she neither wished to fall out with her so-called ally, nor yet offend Japan in any way. The manner in which she extricated herself from such a maze is highly praiseworthy, and reflects the greatest credit on the diplomatic skill of M. Delacré. Every nation is quite willing to see the present unpleasantness between Russia and Japan fought out by the two Powers concerned. Russia's weakness is clearly shown by the manner in which she is playing the game unfairly. So far as has been recorded the Japanese have taken no unfair advantage of the neutrality law. As much cannot be said of the Muscovite, who has done so from the start. Japan's impatience with the French Government was only natural; not the less, considering the very ticklish position in which France was placed at the time, some allowance should be made.

BRITISH MEDICS IN PARIS.

The weather being simply summer, the visit to this city of the English doctors and their families, continues to be all the more agreeable.

The British medical men are merely returning the visit of their French colleagues twelve months ago to London. The visitors, who number 170, met with a very hearty welcome on their safe arrival last Tuesday in the French capital. After resting for a few hours, they set out to attend the official reception at the Sorbonne by the University of Paris. The doctors with their wives and lady friends were cordially received in the magnificent *Solon*, on the first floor of the Sorbonne, by Professor Liard, President of the Council of the Paris University, M. Casimir-Perier, ex-President of the Republic, and Dr. Bouchard, Chairman of the Committee of Organisation for the visit. Hearty speeches of welcome were delivered, to which Sir William Broadbent responded on behalf of his colleagues.

Professor Clifford Allbut, Sir Dye Duckworth, Dr. K. Fowler, Sir J. W. M. M. Professor T. Oliver, Dr. F. Roberts, Professor William Starling, Sir Lauder Brunton, Dr. Morel, Sir John Tyler were a few of the distinguished medical gentlemen present. The other receptions held at the Faculté de Médecine, at the offices of the Public Charity Organisation Department, and at the Hôtel de Ville were exceptionally brilliant. Each vied with one another in the warmth and sincerity of their welcome. The Paris hospitals—the centre of attraction—proved very disappointing to the visitors, though France is considered to be ahead of other nations in several branches of medical science, the Paris hospitals it must be admitted compare very unfavourably with those of London—a fact which greatly surprised the British doctors. The tumble-down condition of some of the institutions and the mouldy, damp state of several of the wards in the leading hospitals were particularly noticed.

The inferior status of the French hospital nurses, who mostly earn from 20/- to 30/- a month caused great surprise. All the principal civil and military hospitals including maternity and asylums were visited without removing the painful impression.

NAVAL ARMOUR PLATING.

The statement just made on the latest tendencies of naval armour plating, by M. Bertin, before the Academy of Sciences, is extremely important, and will not fail to attract the attention of other countries. The old "juxtaposed" system of relying on an armoured belt against lateral fire, is being replaced by the "superposed" system, which lowers the height of the bridge and increases that of the belt, thus causing the latter to aid in affording protection against plunging fire. This, however, involved some increase of weight, which militated against speed, until corrected by dividing the armour belt into cellular compartments on the water-line, which lightens the ship, while it also limits the damage done by projectiles.

A SENSATIONAL SIEGE.

Intense excitement continues to prevail at Châtellerault in consequence of the siege offered by Roy, the ex-gamekeeper, to the military and gendarmes, who have failed up to the present to dislodge him from his stronghold, despite the sensational besieging of his cottage—another Fort Chabrol. The idea of bombarding him with artillery has been abandoned owing to the refusal of the Minister of War to grant the request of a field gun. The suggestion to flood the old man out cannot be carried out either, as there is no water. One of the officers of the gendarmes—on whom the responsibility for Roy's capture rests—proposes to effect an entrance into the formidable citadel, on which occasion the major and two more gendarmes will wear breast plates and iron masks to protect them from the gamekeeper's fusillade. They may this time frighten the old man to death—in which case, his capture will be easy.

THE DREYFUS CASE.

Parisians are not in the least sorry that another serious set back has occurred in connection with the preliminaries for the re-opening of the endless Dreyfus case, or revision as some people prefer to call it. It appears that M. Michel-Jaffard, Councillor of the Cour de Cassation, was some time since appointed to report to the Court

upon the demand for revision, and that his work had hardly been begun when he was seized with a severe attack of influenza, upon which there supervened a complication of pulmonary congestion still more serious. This has had for (beneficial) result to delay the tedious case, though it is to be hoped that M. Michel-Jaffard will soon become himself again, as he personally enjoys great popularity. The Dreyfus case will not be heard of at this rate until next autumn—never again would have been a happier phrase.

THE FRENCH SUNDAY.

The Sunday Rest Movement in this country is making slow and sure progress; it has much hill-work to accomplish but despite this, it is sanguine of success in the long run. The newly formed League of Buoyants is working hard to obviate Sunday labour throughout France. At Nîmes and other important places in the South of France, there have been such outbreaks on behalf of a seventh day rest, on the part of shop-keepers and workers, that the police and soldiers had to be called in order to protect inhuman employers, who are strictly opposed to grant their operatives a rest on Sunday. With time, the difficulty will, no doubt, be conquered—but it will be a hard fight. In Paris, too many still keep open on Sunday, and work quite as hard, if not harder on the day, as the rest of the week. So far as the millinery and dressmaking works are concerned, they do not know what Sunday rest is except in the dead season.

BRITISH SAILORS AT BRENT.

Endless attractions continue to be devised and provided by the naval authorities at Brent, for the benefit of the officers and men of the visiting British squadron. The latest of these is a great international shooting contest; handsome prizes will be awarded to the cleverest French and English marksmen, among whom competition promises to be keen, yet friendly.

The Massena, which is to be Vice-Admiral Caillard's flag-ship during the visit of the British Fleet, has been provided with a magnificent silver table service. The Commander-in-chief of the French Northern Squadron is most popular in all naval circles, and he is certain to do things as handsomely as could be desired, and so reflect credit on naval France, when the time comes.

EXTRAORDINARY EXPLOSIONS.

The terrible and somewhat extraordinary gas explosion which occurred yesterday afternoon in one of the busiest arteries of the city—the Boulevard Sébastopol, created quite a panic among the residents of that quarter. How so few escaped is a miracle; one lady, Mme. Gubert, had her thigh smashed through being thrown a distance of twenty feet by the force of the terrific explosion, while her little daughter was also seriously injured. The cause of the explosion is attributed to an electric spark coming in contact with a defective gas main.

The explosion, or rather explosions—for there was a series of them—started outside a small restaurant, where a score of persons were seated, enjoying their *desjeuner*. Before they knew where they were, that part of the Boulevard shot up ten feet in the air like a volcano, scattering tables and chairs in all directions, and creating other damage. The timid are less eager to have their meals outside restaurants since the accident. The police and engineers, who quickly hurried to the scene, have taken all necessary precautions to avoid a re-occurrence of the event.

THE GERMAN EMPEROR'S SPEECHES.

The Times correspondent, telegraphing from Berlin, May 11th, said:—As had been anticipated, explanations of the Emperor's Wilhelm, shaven speech on the war, of which some account was given on Tuesday, are already forthcoming.

One of his Majesty's audience writes to the *Berliner Neueste Nachrichten* to explain that the clergyman who officiated at the swearing-in of the recruits had employed language which was calculated to convey the impression that, in view of the lofty sentiments of patriotism and family affection which had inspired the victorious Japanese, it was a matter of indifference whether good soldiers were Christians or heathens. The object of the Emperor was to counteract this impression. Moreover, his Majesty did not say that "the Japanese were a 'scourge of God' like Attila or Napoleon in their times." What he actually did say was something like this:—

"When our nation had ceased to cherish the true faith, when arrogance and insolence reigned in our midst, God sent Napoleon as a scourge. Just as in former ages he had sent Attila and the Huns to castigate other nations."

The author of the foregoing explanation adds that it would perhaps have been better if the officiating clergyman had confined his remarks to delivering a Christian address and himself to a deliverance of the *Zend-Avesta*—the book of the Zoroastrian religion.

The Strasburg *Burgerzeitung* says that the German Emperor, addressing the officers after a parade on the occasion of his recent visit to Strasburg, said that the only explanation of the Russian defeat at Mukden was that the army was demoralized by immorality and alcoholism.

Now that Russia, his Majesty is said to have continued, had shown weakness when confronted by the yellow Peril, the task might conceivably fall to Germany of opposing the extension of that peril. The officers and men of the German army should exercise great care that their time was well filled up, so that they might not fall into immorality and drunkenness.

This report must be taken with reserve, as, in view of the well-known excellent personal relations existing between the German and Russian armies, it is hardly likely that the Emperor would make such remarks.

SHARES AND COMPANIES IN JAPAN.

There are some signs of strained money conditions in consequence of the latest Japanese victory, which is giving a great impetus to business. The news of victory at the beginning of last week caused great activity on the stock exchanges, and the settlement of accounts at the month-end showed a large demand for money, which maintained the rate of interest on advances, notes the *Japan Chronicle*. In Osaka the demand for money still remains steady, as is usual at the beginning of the month, and the rate of advance is maintained unchanged at about 7.7 per cent. per annum. The state of the market is attributed to the fact that the *clad* which for some time past hung over business circles has been cleared away by the great victory in Tashimura. And signs of business activity are apparent. The reported shortage in the War Fund and the necessity for raising an additional Yen 6,000,000 will, it is anticipated, greatly increase the demand for money. Already some of the banks have begun to work cautiously. Advances made by the Bank of Japan in Osaka stood at Yen 73,400,000 and deposits at Yen 45,000 on Saturday, showing an increase of Yen 36,200 in deposits, and a decrease of Yen 17,000 in advances, as compared with the end of the preceding week. Advances and deposits during the past few days stood as follows:—

ADVANCES. DEPOSITS.

May 30	Yen 318,249	Yen 19,321
31	6,097,433	1,767,674
June 1	6,914,203	1,942,904
2	5,982,573	2,251,515
3	5,734,000	845,000

The money-market in Kobe last week was a little more steady than during the previous week. Towards the close of May more advances on short term were made than during any month in the past. The highest rate of interest charged was 2.3 sen, equal to 7.9 per annum. After the turn of the month deposits began to increase. It is expected that goods for the interior, which have been for long lying in the warehouses, will be cleared shortly, which is another effect of the victory.

The accounts of the Bank of Japan on the 1st instant showed that the total amount of the notes issued was Yen 254,000,000, against which the gold reserve stood at Yen 27,000,000 advances at Yen 69,000,000, and the amount borrowed by the Government at Yen 3,500,000. The amount of notes issued beyond the untaxed limit stands at Yen 6,000,000.

A certain prominent Osaka business man thinks that the result of the late battle will be to immensely benefit trade in Japan. Marine insurance rates have already fallen heavily, and this will be naturally followed by increased activity in shipping, which will give an impetus to trade in general. The victory will also increase the confidence of foreigners resulting in an increase of the investment of foreign money in Japan, especially on the part of capitalists. It is now probable that the negotiations for a foreign loan of Yen 50,000,000 between the Kyushu Railway Company and the capitalists abroad, will be resumed under the favourable auspices of the Railway Mortgage Law and the naval victory.

THE "IZUMRUD'S" STORY.

The fate of the *Iszumrud* is now revealed. Captain Baron Felsen, commanding the Russian cruiser *Iszumrud*, had sent the following dispatch to the *Tsar*, dated the 1st instant, from Olen Bay, about two hundred miles north of Vladivostock:—

"The Baltic Fleet advanced through the Tashimura Straits on May 27th, and there encountered the full force of the Japanese Fleet. Fire was opened at 1.20 in the afternoon. The enemy at first concentrated their fire on the flagships *Savurko* and *Otsinabya*, and before dusk the *Osialya*, *Alexander III*, and *Borodino*, were sunk, and the *Savurko*, *Komsatka* and *Ural* heavily damaged. At this time (in consequence of Admiral Kholstevsky being wounded), the command of the Fleet was taken over by Admiral Nebogatoff, and at dark the *Nikola I*, *Orel*, *Apraksin*, *Senatski*, *Oushatko*, *Sisoi Velichki*, *Narvika*, *Nakhimoff*, and *Iszumrud* formed line in the order mentioned, and steamed north-eastwards, the *Iszumrud* performing the task of conveying orders to the battleships. Two cruisers (presumably the *Nakhimoff* and *Narvika*) became isolated and were soon no more. The battleships, which steamed at the rate of 14 knots, were attacked several times by the enemy's torpedo-boats, in particular the vessels ahead and at the rear. By dawn only four vessels, the *Nikola I*, *Orel*, *Apraksin*, and *Senatski* composed the squadron, and as the light became clearer the enemy's ships were descried on the horizon. This discovery was at once signalled to the Admiral, who put full speed ahead, which caused the *Senatski* and *Apraksin* to fall behind. At 10 o'clock Japanese squadrons appeared on our port side and moved over to the starboard. Simultaneously a cruiser squadron attacked us on the port quarter, whereupon my ship (*Iszumrud*) became isolated. As we could not rejoin the squadron, I decided to head for Vladivostock. With this object I went ahead at full speed, pursued by the enemy. We were short of coal, and in order to avoid the Japanese cruisers, I headed for Vladivostok Bay (north of Olen Bay). It was pitch dark, nothing could be seen, and at 1 o'clock my crew stranded on a sunken reef at the entrance to the bay. The coal in our bunkers now only amount 1 ton to tons, and as we were convinced of the impossibility of refloating the ship, I ordered her to be blown up, which was done after the crew had been landed. This action was taken in order to prevent the vessel from falling into the enemy's hands. In the fighting only ten of our men were injured."

The *Iszumrud* was a third-class scouting cruiser of 3,100 tons and had a speed of 24 knots. She was, therefore, one of the swiftest vessels in the Russian fleet. The *Zemtchug*, now at Manila, is a sister ship.

A SYMPATHETIC LETTER TO ADMIRAL KOHOLSTEVSKY.

Admiral Baron Yamamoto, Minister for the Navy, has addressed the following letter, which was accompanied with flowers, to Admiral Koholstevsky, at the Sasebo Naval Hospital:—

"While taking this opportunity to express my profound respect for your Excellency in having fought gallantly for your country and performed your duty as an Admiral, I cannot help feeling sympathy with your present wounded condition. I earnestly hope that the arrangements of the Imperial Naval Hospital and the skill of our surgeons will speedily recover from your injuries."

The Minister for the Navy also addressed sympathetic letters to the Russian Naval officers, who are wounded and detained in various hospitals.—*Chronicle*.

"MR. B. HARRIS, OF HONGKONG."

CONFIDENCE TRICK AT KOBE.

The *Japan Chronicle* of June 6th reports:—An incident occurred in Kobe a few weeks ago to which it is worth directing attention by way of warning. A man presented himself at the Kobe office of the Chartered Bank, and stating that his name was B. Harris and that he had an account in the Bank at Hongkong, asked to be permitted to draw the sum of two hundred yen. Naturally he was told that he could not be permitted to do this unless his draft were endorsed by some one in Kobe. "Harris" replied that, unfortunately he only knew Captain Devonish in Kobe, and that Captain Devonish was away. "Would the signature of Mrs. Devonish do?" The Bank officials replied that the lady's signature would be sufficient. "Harris" then called upon Mrs. Devonish and represented that he was a friend of her husband and owned him a matter of two hundred yen. He found, however, that Captain Devonish has an account at the Chartered Bank, and Mrs. Devonish's signature is not known to any of the Bank officials. Still, it must be admitted that a Bank which has made so strict a rule in this matter would probably be criticized rather unfavourably. Our chief object, however, is to warn the public against a repetition of this trick either in Kobe or in any other port of the Far East. No document presented by a stranger should be endorsed unless there is good evidence of

identity.

THE BOXER INDEMNITY QUESTION.

A striking illustration of the methods of international action in Peking is shown in the present question of the Boxer indemnity. On October 26 China wrote to the Powers offering to consider the indemnity as a gold debt instead of a silver debt, and undertaking to pay one million sterling in discharge of the arrears due to the difference in the payments already made and to continue to pay in gold from January 1 onwards. How did the Powers meet this creditable offer? For some months no reply was sent at all, the Powers being unable to agree among themselves as to what further concessions could be exacted from China. They finally demanded £1,400,000 as arrears, and after some months China consented to pay £1,200,000 though the Powers had no means of compelling her to pay anything at all. Then, after further delay, and in the face of opposition from several Powers, it was agreed that China could purchase her gold in the open market through whatever bank she chose and in whatever manner, whether by open tender or otherwise. Further, it was agreed that China could offer payment to the Powers either in gold, by telegraphic transfer or draft, or in silver paid in Shanghai on the basis of the price of silver in London. All the Powers have agreed to accept payment by telegraphic transfer except Russia, who, to the chagrin of the other Ministers—for the exception will give considerable advantage to the Russo-Chinese Bank—has accepted the offer that the indemnity should be paid in silver in Shanghai.

Since January 1 China has had £1,200,000 ready for payment, upon which she is paying 5 per cent. interest. It seems incredible, but is the fact, that the Powers now insist that China shall pay them interest in addition from January 1 to the date of payment, at 4 per cent. on this amount, which, owing to disagreement among themselves, they have been unable hitherto to accept. In other words, the Powers, failing to determine among themselves the date when they will accept payment, impose upon China a penalty equivalent to 2,000 taels (over £250) a day till the date when they will consent to receive payment. It is hoped that England will decline to accept her share of this interest. Seven of the Ministers are understood privately to disapprove of the injustice of the proceeding, yet they vote for the injustice in order to preserve the fiction of international law.

PARSIS AND PROSELYTISM.

For the past two years the Parsi Community in Bombay has been agitated by the question of the competency of individuals of other races to become Zoroastrians on confession of faith and investiture with the sacred shirt and thread worn by all Parsis. Several Parsis resident in this country are married to English ladies and such matrimonial unions have been somewhat frequent of late. The immediate cause of the agitation was the marriage of a cousin of the late Mr. Jamsetjee N. Tata, the distinguished merchant and philanthropist, with a French lady, who was invested with the sacred thread and confessed conversion to Zoroastrianism as a prelude to the performance of the marriage ceremony according to Parsi rites. The orthodox party protested; some stormy general meetings were held in Bombay, and ultimately a large committee of the community was appointed, and selected a sub-committee, which in turn referred the question of proselytism to an expert body of men versed in Zoroastrian lore. European savants were also consulted, and ultimately the experts reported, by a very large majority, that conversion to the faith was not disallowed by the Zend Avesta. The sub-committee, instead of adopting the report, went into the question in its bearings, and, finding themselves about equally divided, asked the general committee to consider the whole matter *de novo*. After much angry debate, the general committee came to the conclusion that the recognition of conversion to Zoroastrianism was undesirable and would be disadvantageous in the present circumstances of the community. This decision has now been ratified at a densely packed meeting of the community, convened by the trustees of the charitable fund and properties of the Parsi Punchayet, and presided over by Sir Jamsetjee Jejeebhoy. The first resolution accepted the report of the general committee, and declared that, "looking to the present religious and social condition of the Parsi community, it is inexpedient to admit professors of other religions into Zoroastrianism, because it would militate against the original unity and ancient tradition of the community and be injurious to their interests." As to persons of other religions "who had in some way or other got admitted into Zoroastrianism, or pretended to have been so admitted," the meeting resolved that they had no right whatever to enjoy the privileges accorded to all true Zoroastrians of attending their fire temples or meetings of the community, or of benefiting in any way from their religious funds and endowments; also that any Parsi priest investing with the sacred <

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THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY) AND SATURDAY, the 16th and 17th JUNE, 1905, commencing each day at 2.30 P.M., sharp, at their SALES ROOMS, NO. 8, DES VEAUX ROAD (Corner of Ice House Street), A VERY FINE COLLECTION OF JAPANESE CULIOS AND WORKS OF ART, comprising:—

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NOS. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

NOTICE.

THE Undersigned have received instructions to sell by Public Auction, TO-MORROW (FRIDAY), the 16th JUNE, 1905, at 3 P.M., at his Offices in Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY,

Known and registered in the Land Office as

SECTION A OF INLAND LOT NO. 90, with the premises thereon

Now known as

NOS. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

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THE VALUABLE LEASEHOLD PROPERTY,

Known and registered in the Land Office as

SECTION A OF INLAND LOT NO. 90, with the premises thereon

SHIPPING.

ARRIVALS.

ARUN, British torpedo boat destroyer, 550, Lieutenant Comdr. R. Henniker Heaton, 13th June.—Singapore 9th June.
BANCA, British str., 3,794, J. B. Ferguson, 14th June.—Moji 10th June, Coal.—P. & O. S. N. Co.
BIRKHOLM, Danish str., Birkholm, 14th June.—Bangkok 7th June, Rice and Wood.—Order.
DEF, British torpedo boat destroyer, 560, Lieutenant Comdr. H. E. Sullivan, R.N., 10th June.—Singapore 9th June.
ENE, British torpedo boat destroyer, 550, Lieutenant Comdr. R. H. Baile, 13th June.—Gibraltar 28th April.
ETTRICK, British torpedo boat destroyer, 560, Lieutenant Comdr. Irwin, 13th June.—Singapore 9th June.
EXE, British torpedo boat destroyer, 550, Lieutenant Comdr. A. F. Everett, 13th June.—Gibraltar 30th April.
FRI, Norwegian str., 600, N. G. Andersen, 14th June.—Haiphong 11th June and Bohow 13th June.—Asgaard, Thoresen & Co.
HAITAN, British str., 1,183, J. S. Roach, 14th June.—Fuchow via Ports 11th June, General—Douglas Lapraik & Co.
HELINE, German str., 771, J. Jessen, 13th June.—Swatow 12th June, General and Cattle—Jebens & Co.
IPRICHON, British cruiser, 3,600, Fawcett 13th June.—Singapore 9th June.
JETSEN, British torpedo boat destroyer, 550, Lieutenant Comdr. C. Symon, R.N., 13th June.—Singapore 9th June.
MACH, German str., 950, Harje, 14th June.—Bangkok 8th June, Rice.—Butterfield & Swire.
DEPARTURES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

14th June.

Helene, German str., for Hoihow.
Kunow, Norwegian str., for Niole.
Yungtsa, British str., for Nagasaki.
Yuchow, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Haitan* reports: Fine weather throughout.
The German str. *Macaw* reports: Fresh S.W. monsoon to within 300 miles of the port; thence moderate variable winds and fine weather.

VESSELS PASSED ANJER.

May 26, British str., *Niddale*, Alexander, from London for Batavia.
May 26, Dutch str., *Socchawa*, Fenenga, May 26, from Batavia for Amsterdam.
May 27, Dutch str., *Bali*, Potjevendo, April 19, from Amsterdam for Batavia.
May 27, French kpc. *Grande Duchesse Olga*, Hert, April 27, from Saigon for Newcastle.
May 28, British str., *Floriston*, April 1, from Baltimore for Manila.

VESSELS IN DOCK.

14th June.

COSMOPOLITAN DOCK.—
COWLOON DOCKS.—*Enford*, *Adamstor*, *Tradewind*.
ABERDEEN DOCKS.—H.M.S. *Dev.* H.M.S. *Ere*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

“HAITAN,”

Captain Roach, will be despatched for the above ports TO-MORROW, 16th inst., at 11 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 14th June, 1905. [1444]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PL. MOUTH AND LONDON
THROUGH HILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

“BENGAL,”

Captain G. Philp, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 17th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. “Britannia,” 6,325 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. “Caledonia,” due in London on the 30th June, 1905.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,
Acting Superintendent.
Hongkong, 5th June, 1905.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

“ZAIKA,”

Captain C. Willis, will be despatched as above on TUESDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 13th June, 1905. [1438]

“BEN” LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

“BENLOMONT,”

Captain Henderson, will be despatched as above on or about the 22nd inst.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th June, 1905. [1445]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BRI	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	BENGAL	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	About 24th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON, AMSTEDAM & ANTWERP	HYDRA	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 1st Aug.
AMSTERDAM, LONDON & ANTWERP	IDOMENEUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th Aug.
MARSEILLES, &c., VIA PORTS OF CALL	CALOCHAS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
LONDON, &c., VIA PORTS OF CALL	ZETEEN	Fr. str.	—	Gregory	MESSAGERS MARITIMES	On 27th inst., at 1 P.M.
LONDON & ANTWERP	C. FRED. LAEISZ	Ger. str.	1 m.	von Hoff	MILCHERS & CO.	On 21st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BRISGAVIA	Ger. str.	1 m.	Russ	HAMBURG-AMERIKA LINIE	On 1st Inst.
LONDON, AMSTEDAM & ANTWERP	SITHONIA	Ger. str.	1 m.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 12th Inst.
LONDON, AMSTERDAM & ANTWERP	ACILLA	Ger. str.	1 m.	Sachs	HAMBURG-AMERIKA LINIE	On 26th Inst.
LONDON, AMSTERDAM & ANTWERP	ALESIA	Ger. str.	1 m.	Seich	SANDEE, WIELER & CO.	On 10th Aug.
MARSEILLES, &c., VIA PORTS OF CALL	NIPPON	Am. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 29th inst., P.M.
LONDON, &c., VIA PORTS OF CALL	DEUCALION	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th Inst.
LONDON, &c., VIA PORTS OF CALL	TELEMACHUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 27th Inst.
LONDON, &c., VIA PORTS OF CALL	STENTOR	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 28th Inst.
LONDON, &c., VIA PORTS OF CALL	NORDPOL	Brit. str.	—	DODWELL & CO., LTD.	STANDARD OIL CO.	On 27th Inst.
LONDON, &c., VIA PORTS OF CALL	MONTROSE	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	Early in July.
LONDON, &c., VIA PORTS OF CALL	KENNEDY	Brit. str.	2 m.	W. Davison, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th July.
LONDON, &c., VIA PORTS OF CALL	TARTAR	Brit. str.	1 m.	F. G. Purington	DODWELL & CO., LIMITED.	On 10th July.
LONDON, &c., VIA PORTS OF CALL	PLIADIES	Am. str.	—	Waggon	BUTTERFIELD & SWIRE	On 20th July.
LONDON, &c., VIA PORTS OF CALL	KEEMUL	Brit. str.	1 m.	J. H. Rinder	POWELL & ASIAN S. CO.	On 21st July.
LONDON, &c., VIA PORTS OF CALL	NICOMEDIA	Am. str.	—	Obensauer	NIPPON YUSEN KAISHA	On 22nd July.
LONDON, &c., VIA PORTS OF CALL	MINNESOTA	Am. str.	—	B. W. H. Snow	STANDARD OIL CO.	On 23rd July.
LONDON, &c., VIA PORTS OF CALL	WILLEHAD	Brit. str.	—	F. R. Summers	WAGGON	On 24th July.
LONDON, &c., VIA PORTS OF CALL	CHINTON	Brit. str.	1 m.	H. A. Haraldsen	WAGGON	On 25th July.
LONDON, &c., VIA PORTS OF CALL	CHINTON	Brit. str.	—	H. A. Haraldsen	WAGGON	On 26th July.
LONDON, &c., VIA PORTS OF CALL	FORMOSA	Brit. str.	—	Thorsen	WAGGON	On 27th July.
LONDON, &c., VIA PORTS OF CALL	WOSANG	Brit. str.	—	C. Willis	WAGGON	On 28th July.
LONDON, &c., VIA PORTS OF CALL	YOCHOW	Brit. str.	1 m.	Roach	WAGGON	On 29th July.
LONDON, &c., VIA PORTS OF CALL	KALGAN	Brit. str.	—	A. H. Notley	WAGGON	On 30th July.
LONDON, &c., VIA PORTS OF CALL	SIMIA	Brit. str.	—	E. Rodger	WAGGON	On 31st July.
LONDON, &c., VIA PORTS OF CALL	SHAOHSING	Brit. str.	1 m.	F. J. Ferguson	WAGGON	On 1st Aug.
LONDON, &c., VIA PORTS OF CALL	CHINHANG	Brit. str.	—	P. & O. S. N. Co.	WAGGON	On 2nd Aug.
LONDON, &c., VIA PORTS OF CALL	TIENTSIN	Brit. str.	1 m.	J. H. Rinder	WAGGON	On 3rd Aug.
LONDON, &c., VIA PORTS OF CALL	TRIUMPH	Brit. str.	—	W. H. Rinder	WAGGON	On 4th Aug.
LONDON, &c., VIA PORTS OF CALL	FEITHOF	Brit. str.	—	A. H. Notley	WAGGON	On 5th Aug.
LONDON, &c., VIA PORTS OF CALL	PROTEUS	Brit. str.	—	E. Rodger	WAGGON	On 6th Aug.
LONDON, &c., VIA PORTS OF CALL	PROMISE	Brit. str.	—	F. J. Ferguson	WAGGON	On 7th Aug.
LONDON, &c., VIA PORTS OF CALL	ZAIKA	Brit. str.	2 h.	P. & O. S. N. Co.	WAGGON	On 8th Aug.
LONDON, &c., VIA PORTS OF CALL	HAITAN	Brit. str.	1 m.	J. H. Rinder	WAGGON	On 9th Aug.
LONDON, &c., VIA PORTS OF CALL	CHIBIL	Brit. str.	—	W. H. Rinder	WAGGON	On 10th Aug.
LONDON, &c., VIA PORTS OF CALL	LOONGSANG	Brit. str.	—	A. H. Notley	WAGGON	On 11th Aug.
LONDON, &c., VIA PORTS OF CALL	EUBI	Brit. str.	—	E. Rodger	WAGGON	On 12th Aug.
LONDON, &c., VIA PORTS OF CALL	TAMING	Brit. str.	1 m.	F. J. Ferguson	WAGGON	On 13th Aug.
LONDON, &c., VIA PORTS OF CALL	ZAFIRO	Brit. str.	—	P. & O. S. N. Co.	WAGGON	On 14th Aug.
LONDON, &c., VIA PORTS OF CALL	CEBU & ILOILO	Brit. str.	—	J. H. Rinder	WAGGON	On 15th Aug.
LONDON, &c., VIA PORTS OF CALL	SINGAPORE, SORABAYA & SAMARANG	Brit. str.	—	W. H. Rinder	WAGGON	On 16th Aug.
LONDON, &c., VIA PORTS OF CALL	SINGAPORE, COLOMBO & CALCUTTA	Brit. str.	—	A. H. Notley	WAGGON	On 17th Aug.
LONDON, &c., VIA PORTS OF CALL	JAVIA PORTS	Brit. str.	—	E. Rodger	WAGGON	On 18th Aug.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

SUBJECT TO ALTERATION.

STEAMERS. DATES. SAILING DATES.

PLEIADES 3,753 F. G. Purington Friday, June 30th
SHAWMUT 9,606 E. V. Roberts Wednesday, July 12th
TREMONT 9,606 T. W. Garlick Tuesday, August 8th

Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDSES.

The twin-screw s.s. “SHAWMUT” and “TREMONT” are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 9th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Charge at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTER

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE
-OUTWARDS.

STEAMERS	DUE
FOXTON HALL	On 15th June.
AJAX	On 23rd June.
IDOMENEUS	On 30th June.
STENTOR	On 7th July.
PATROCLUS	On 14th July.
KEEMUN	On 16th July.
PAULUS	On 18th July.
AUHAILLES	On 25th July.

HOMEWARDS.

STEAMERS	TO SAIL
DEUCALION	On 20th June.
CALCHAS	On 26th June.
HYSON	On 4th July.
GLAUCUS	On 18th July.
TELEMACHUS	On 20th July.
AJAX	On 1st August.
IDOMENEUS	On 15th August.
STENTOR	On 20th August.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

STEAMERS	TO SAIL
all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	On 19th July.
TAUCOMA, SEATTLE, VICTORIA and PACIFIC COAST	On 20th June.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June, 1905.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
YOCHEW	On 15th June.
KALGAN	On 15th June.
SHAOHSING	On 16th June.
CHINKIANG	On 17th June.
TIENTSIN	On 19th June.
TAMING	On 20th June.
CHIHLI	On 20th June.
CHINGTU	On 20th June.
CHINGTU	On 22nd June.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1905.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

	WEDNESDAY	21st June
ZIETEN	WEDNESDAY	21st June
DAEMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ EITEL FRIEDRICH	WEDNESDAY	16th August
PREUSSEN	WEDNESDAY	30th August
EEON	WEDNESDAY	13th September
BAUERN	WEDNESDAY	27th September
GENEISENAU	WEDNESDAY	11th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUFTPOL	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at Noon, the Steamer,
"ZIETEN", Captain v. Binzer, with MAIIS, PASSENGERS, SPECIE, and
CARGO, will leave this Port at noon, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and
Specie will be received on Board until 5 P.M. or TUESDAY, the 20th June, and Parcels will
be received at the Agency's Office until Noon on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has good accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th June, 1905.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT OF

"NICOMEDIA" 4,370 Wagner July 1st, 1905.

"NUMANTIA" 4,370 Bremer July 16th, 1905.

"ARABIA" 4,483 Motzenthin August 6th, 1905.

"ARAGONIA" 5,193 Schmid August 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th June, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELL"	Captain S. Cullington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain Dean.
S.S. "INKULA"	Captain Copp.
S.S. "KATHERINE PARK"	

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optimal Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th June.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th June, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th June, 1905. [9-10]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th June, 1905. [14-16]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTSZE,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 19th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th June, 19

POST OFFICE NOTICES.

The *Coptic*, with the American mail left Manila on Monday morning, the 12th instant, and may be expected here to-day, at 2 p.m.

The *Sinla*, with the English mail of the 19th May, left Singapore on Saturday, the 10th inst., at 3 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 18th April, and the parcel mails closed in London for despatch by the all sea route on the 10th of May and for despatch overland on the 17th of May.

• Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

A mail for MACAO per s.s. *Winghoi* will be closed every week day at 5 p.m.

Mails for NAMAO, SANJUE, KONGMOON, KUSCHIUK, SAMSHUI, Wuchow and CANTON will be closed every weekday, at 5 p.m. On Sunday the mails will be closed at 9 a.m.

• No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

	DATE
Tsinla	15th, 11.00 A.M.
Hungshon	15th, 1.15 P.M.
Yungtze	15th, 3.00 P.M.
Kalgan	15th, 3.00 P.M.
Sans	15th, 3.00 P.M.
Phianay	15th, 5.00 P.M.
Haitan	16th, 10.00 A.M.
Hungshon	16th, 1.15 P.M.
Kwangsia	16th, 2.00 P.M.
Longkong	16th, 3.00 P.M.
Shaoching	16th, 3.00 P.M.
Fri.	17th, 9.00 A.M.
Hupseung	17th, 10.00 A.M.
Rubi	17th, 10.00 A.M.
Woyang	17th, 10.00 A.M.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will close punctually at 3 p.m., on Friday, the 16th inst.

Shanghai, Straits and Bangkok

Amoy, Nagasaki, Kobe, Yokohama and Seattle.

Manila, Yokohama and Kobe

Swatow, Weihaiwei, Chefoo and Tientsin

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.).

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Cabs and Boats

Manila

TO-DAY.

Sale, Stamps, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.

TO-MORROW.

Sale, Japanese Curios, &c., Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Lesshous Property, Sales Rooms, Mr. Geo. P. Lammett, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

14th June

ON LONDON.—

Telegraphic Transfer 1/10

Bank Bills, on demand 1/10

Bank Bills, at 30 days' sight 1/10

Bank Bills, at 4 months' sight 1/10

Credit, at 4 months' sight 1/10

Documentary Bills, 4 months' sight/10

ON PARIS.—

Bank Bills, on demand 295

Credit, at 4 months' sight 298

ON GERMANY.—

On demand 1914

ON NEW YORK.—

Bank Bills, on demand 454

Credit, 60 days' sight 464

ON BOMBAY.—

Telegraphic Transfer 1394

Bank, on demand 1394

ON CALCUTTA.—

Telegraphic Transfer 1393

Bank, on demand 1393

ON SHANGHAI.—

Bank, at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.—On demand 914

ON MANILA.—On demand 912

ON SINGAPORE.—On demand 6 p.c. per p.m.

ON BATAYA.—On demand 11/24

ON HAIKONG.—On demand 13 p.m.

ON SIAM.—On demand 11/24

ON HONGKOK.—On demand 614

GOVERNMENT, Bank's Buying Rate 10.60

GOLD LIAF, 100 fine, per tael 56.10

BAR SILVER, per oz 264

OPIUM.

13th June.

Quotations are—Allow 'em not to lally.

Malwa New \$1150 to — per picul.

Malwa Old \$1200 to —

Malwa V. Old \$1340 to —

Persian fine quality 1930

Persian extra fine \$1020 to —

Patna New \$1155 to — per chinc.

Patna Old \$— to —

Honkong New \$1115 to —

Bankers Old \$— to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. *Coptic* is expected here from Manila to-day about 2 p.m.The P.M. str. *Siberia*, with mails etc., from San Francisco to the 27th May via Honolulu, will leave Yokohama for this port this morning via Kobe, &c., and is due here on the 23rd June.

THE ENGLISH MAIL.

The P. & O. str. *Sinla* left Singapore for this port on the 16th June, at 3 p.m., and is due here to-day about 4 p.m.

THE GERMAN MAIL.

The I.G.M. Australian str. *Prinz Wadewitz* left Sydney on Saturday at 5 p.m., and may be expected here on Monday, the 19th June.The I.G.M. str. *Zieten* left Kobe via Nagasaki, Shanghai and Foochow on the 11th June, p.m., and may be expected here on Tuesday, the 20th June.The I.G.M. str. *Sachsen* left Colombo on the 10th inst., p.m., and may be expected on the 21st June.

MERCHANT STEAMERS.

The Barber Line str. *Shimosa* arrived at Manila on the 8th June bound for this port.The G.N. str. *Minnetta* left Shanghai on the 12th June at 6 p.m., and is due here to-day.The N.D.L. str. *Borneo* left Sandakan on Saturday, a.m., and may be expected here on Thursday, a.m.The str. *Arratoon Apear*, from Calcutta, left Singapore for this port on the 11th June, p.m., and may be expected here to-morrow.

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